

(Demo) Civilian Conservation Corps



FWSCCC-047

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Malheur Refuge

*February*

~~JANUARY~~ NARRATIVE REPORT FOR CAMP FIVE MILE BF-1

OREGON

SUBMITTED BY GEO. E. BEERS, CHIEF FOREMAN, CONST. & MAINTENANCE



February was rather a short working month. On the 4th and 5th the Company was not turned over, due to sickness of some sixty-five boys, the others not felling well and inclement weather. Then Washington's Birthday was a legal holiday, leaving seventeen actual working days.

Twenty-four hundred yards of gravel was hauled, by truck, for surfacing the center road. Some three hundred yards of dirt and gravel was moved to fill low places in the road to remove the impassable mud holes. Considerable rock hammer operation and powder was used to widen and raise the highway between Camp Five Mile and Camp Buena Vista. Some thirty men were kept busy keeping the road passable, however, the work done was not lost as we have elevated this stretch of road, and put in culverts and drainage ditches which will eliminate the possibility of mud holes in the future. One mile was turnpiked, which required considerable work as the maintenance men in the past years had always graded the surface to the edges of the road making a canal in place of a turnpike.

The east side canal in the vicinity of the dam was smoothed up, that is, the edges sloped and the material used to make a road on one side and to fill an old ravine on the other.

The fence job has progressed nicely under the severe working conditions of six inches of snow and frost and a long distance to work. The more time consuming element is to remove the good wire now on the dilapidated fence and carry it over to the line for the new fence.

Six miles of holes have been dug and part of the posts set along the center road for the new metallic telephone line. These holes are dug four foot deep in earth and five foot deep where there is one foot of peat on top of the soil. Some holes were dug for stubs to maintain the line to Camp.

Considerable time has been spent in general cleanup, that is, removing old piles of cans, loose wire, lumber, brick, filling up old unsightly pits and pulling old posts and hauling the material good for fuel to stock piles and the other to be buried.

Some six, eighteen inch by thirty foot culverts were put in across the road.

Several man days were used transporting material and supplies.

Most of the frost has left the ground except where it is covered by snow or on the north slopes out of the sun.

Many Geese are here and are pairing off. A few Sand Hill Crane are seen going thru their mating dance. The Robins, Blackbirds, and Bluebirds have arrived. The Wood Chucks (Ground Hogs) are out and in general spring seems to be upon us.

Geo. W. Beers  
Chief Foreman C&M  
In charge BF-1, Ore.



My men have worked steadily at road construction this month. The work has almost all been done by hand and therefore has not progressed very rapidly. Bad weather has slowed us up considerably, also. We have completed one half mile of road. This includes dynamiting, surfacing, grading, and putting a drainage ditch on each side of the road.

We had the use of a "Cat" for one day and a grader for two days. The roadway was very rocky and a air-compressor was used to drill the rock for blasting. A considerable amount of blasting was required.

In the course of this piece of road construction, an Indian grave was unearthed. The scull and part of the bones were in good shape.

Louis L. Mace  
Junior Foreman

After having all but two of our "Cats" laid up for a considerable length of time due to slow shipment of necessary parts, we have at last been able to put them all in good working order. Parts arriving late in the month, causing this delay.

Another Mechanic, Mr. Frank Henry of Blitzen, Oregon, has been added to our personnel. Much of our equipment is in need of repair. With this addition, equipment can be put in working order more rapidly.

After the trucks are throughly put in Class A condition they will be painted.

Nels Jensen  
Mechanic

Now that the snow has melted and the extreme cold weather is over, much better progress can be made in the building of fences. My crew, consisting of 16 CCC boys, are building fence jacks out of cedar posts over the rocky ground and setting juniper posts where post holes can be dug.

Since the warmer weather has came the pheasants, partridges, ducks and geese are making it O.K. The geese are mating and can be seen in pairs all over the fields. There are about 500 Canada geese around here at present.

The male Chinese pheasants are crowing in the mornings, the blackbirds and song sparrows are singing, and the Refuge is already becoming more alive with the mating calls of the bird-life. It seems the Refuge is awaking after an interval of solitude.

Weasley Batterson  
Squad Foreman of Laborers



The first part of February was spent loading trucks at the gravel pit. The job here went along smoothly. The gravel was rather hard to dig but due to a long haul and a limited number of trucks, we had no trouble keeping up. Finishing this job we moved back to the dam to finish sloping the banks on the east diversion ditch. Also pulled out the old bridge on the west ditch and excavated for the new bridge.

The dragline is now at the old gravel pit for an overhaul which will take about a week. Warm weather is a big help on this job. The dragline had been operating 3015 hours at the time we shut down for the overhaul.

C. G. Claassen  
Dragline Operator

A great deal has been accomplished in the shop during the past month. Chisels, picks and other tools were repaired and sharpened each day. Chains for the dragline and trucks were repaired with rings and hooks. Hinges and braces for gates were readily made. Bolts and other repairs were made for all machinery.

We have now started to build a trailer. This vehicle will be used for transportation purposes on the refuge.

C. H. Barge  
Blacksmith

The work on the P Ranch this month consisted mainly of mason work. The stone has been laid for the porches. Chimney construction is nearly completed. Forms for the Ceptic tank have been made and put in place ready for the pouring of cement.

A general cleanup in and about the orchard, at the P Ranch, was accomplished. Also a number of gates were painted.

In the past week part of the crew completed a thirty-two foot bridge.

Bartholim Nelson  
Carpenter Foreman



The "Cats" were broken down a greater part of the past month. This was due to the slow shipment of necessary parts. Next month, with the melting of frost and the softening of hard ground, the "Cats" will operate more efficiently.

A small part of the crew has been working on General Cleanup. Debris and other refuse is burned and buried.

One group is clearing brush along the path of the telephone line. Another crew following close behind digging post holes and setting telephone poles. In the past month digging has been difficult. Frozen ground being our main trouble.

Behind this crew another group is stringing telephone wire. During February we practically completed two and one half miles of telephone construction. We are progressing nicely.

Elmer T. Ash  
Junior Foreman C&M





Cutting the 45 degree slope on  
the top of the telephone poles  
and nailing on the brackets.  
It's much faster to nail brackets  
on the pole before it is set.



A crew of the boys who work at  
the "P" Ranch trimming the orchard  
and remodeling the ranch house.  
Picture taken just before getting  
into the truck at noon to go to  
the noon meal.



MINUTES OF SAFETY MEETING OF FEBRUARY 3, 1937

The Safety Council met at 5:30 P.M. with the Superintendent, Company Officers, Foremen, Leaders, Mr. Scharff, Ass't Superintendent of Malheur Migratory Waterfowl Refuge, and Camp Educational Adviser present.

The following safety measures were suggested and discussed:

Since very many of the enrollees of this camp are sick with flu the well ones should be more careful and safety-minded than ever.

Sick enrollees will be moved into one barracks to keep the sickness from spreading and the enrollees who are not sick should be sure that they are always warmly dressed.

Whenever a truck is discovered with poor brakes after leaving camp for the work projects it should immediately be returned to camp for repairs.

Trucks should not drive closely packed together as one might suddenly stop causing another to run into it.

Meeting adjourned at 6:00 P.M.

MINUTES OF SAFETY MEETING OF FEBRUARY 10, 1937

The Safety Council met at 5:30 P.M. with the Superintendent, Company Officers, Foremen, Leaders, Truckdrivers, and Camp Educational Adviser present.

Since all of the truck drivers were present the meeting became a general discussion on truck and transportation safety regulations.

The following safety measures were suggested and discussed:

Truck drivers should always be careful when driving around camp as well as out on the job.

Mr. Claason explained to the drivers the correct procedure in removing large rocks from the dual tires.

After a general discussion on other safety factors the meeting was adjourned at 6:15 P.M.





The boy has stepped to one side after tripping the lever which releases the tail gate so the gravel may be spread.



The gravel is too wet to spread well and it is necessary to finish spreading by hand.



MINUTES OF SAFETY COUNCIL MEETING OF FEBRUARY 17, 1937

The Safety Council met at 5:30 P.M. with the Superintendent, Company Officers, Foremen, Leaders, Mr. Scharff, Ass't Superintendent of Malheur Refuge, and Camp Educational Adviser present.

The following safety measures were suggested and discussed:

Since the roads are slick and wet, truck drivers should be careful in passing one another, also they should not drive too close to the edge of the road.

Mr. Scharff, Ass't Superintendent of Malheur Refuge, stated his desire that we should be more careful since most of the boys are thinking about home at this time instead of being safety conscious. Both camps on the refuge should extend the courtesy of reporting any truck driver of either camp when breaking safety regulations as this is a matter for the well being of the entire CCC organization.

Both camps in the Malheur Refuge have enviable records in safety and Mr. Scharff extended his congratulations to our supervisory personnel and field leaders for keeping our accident totals at a minimum.

Crews should keep a good watch on steep hill sides as alternate freezing and thawing will sometimes cause landslides that might injure someone.

Crews drilling rock should always wear their respirators while working.

Trucks should carry two red flags for use as safety warnings in case they should slip off the road or break down. After they have served their purpose they should always be taken down so the public will not tend to disregard them believing that they are of no value...this particularly concerns road repair and danger signs along the roads.

Meeting adjourned at 6:15 P.M.

MINUTES OF SAFETY COUNCIL MEETING OF FEBRUARY 24, 1937

The Safety Council met at 5:30 P.M. with the Superintendent, Company Officers, Foremen, Leaders and Camp Educational Adviser present.

Mr. Ash, Foreman, acted as Chairman of the meeting.

The following safety measures were suggested and discussed:

Fire extinguishers on the heavy equipment should be checked every week to ascertain their condition.

Windshields should always be kept clean so that they will not be a cause of accident.

Meeting adjourned at 6:00 P.M.





Picture of deer taken just off the refuge. Note they have shed their horns.



Dragline loading gravel from gravel pit. Pit too wet to use cat to load by trap as the water level is about 3 ft. under top soil.



One of the boys pulling the trip lever which opens the end gate to spread the gravel. A rope is attached to the trip lever which is pulled on to release the trip.